

Milwaukee/North/Damen + Milwaukee Ave Complete Streets Improvements

May 9, 2017



Ald. Moreno (1st Ward), Ald. Hopkins (2nd Ward), & Ald. Waguespack (32nd Ward)

Brent Norsman – Wicker Park Bucktown SSA #33

Mike Amsden, AICP – Assistant Director of Transportation Planning

Presentation Overview

Armitage Ave

Bloomington Trail

Damen Ave

Milwaukee Ave

North Ave

Division St

- Background
 - Project Goals
 - Scope of Work
- Projects in the Wicker Park Bucktown Master Plan
- Existing Conditions
 - Milwaukee/North/Damen Intersection
 - Milwaukee Ave Corridor
 - Other Intersections
- Project Schedule & Next Steps
- Community Feedback

Project Goals

- Improve accommodations for people walking, biking, taking transit & visiting the area by implementing projects identified in the Wicker Park Bucktown Master Plan
- Implement **low-cost, quick-hit pilot projects** that are prioritized and supported by members of the community
- Evaluate before / after effects of pilot project treatments

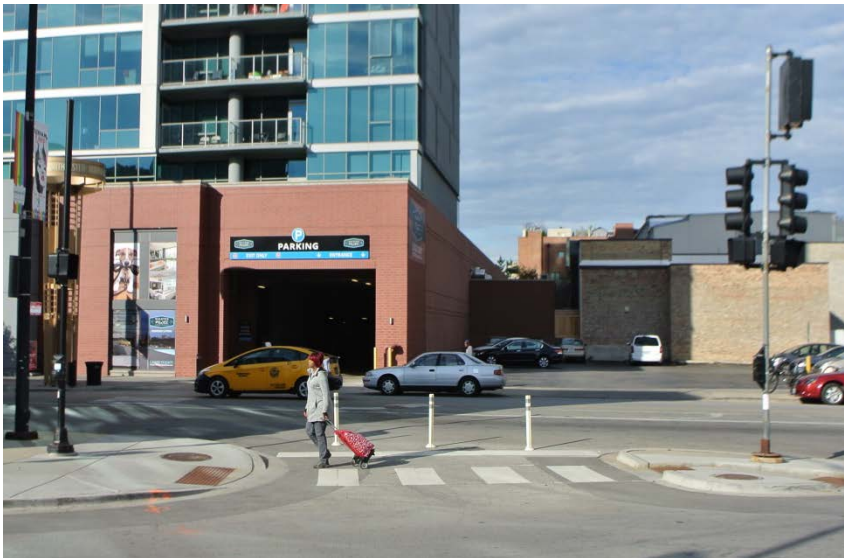


Scope of Work

- Restriping Project in 2017
 - Upgraded markings
 - Colored pavement markings
- “Paint and Post” Treatments
- Turning Movement Modifications



Paint and Post Bump-out – San Francisco, CA



Slip Lane Closure – Halsted St at Broadway



Bike Box – Milwaukee Ave at Halsted St/Grand Ave

Projects in the WPB Master Plan

Project 4.2 – Adjust Operations at Milwaukee/North/Damen to Better Accommodate all Forms of Transportation

- Work with CDOT to develop, implement, and **study the before/after effects of a pilot project**
- Add new high visibility crosswalks
- Explore opportunities for curb bump-outs to reduce pedestrian crossing distances
- Convert slip lane to pedestrian space
- Investigate eliminating some turn lanes and/or turning movements



Projects in the WPB Master Plan

Project 4.2 – Adjust Operations at Milwaukee/North/Damen to Better Accommodate all Forms of Transportation

- Work with CDOT to develop, implement, and **study the before/after effects of a pilot project**
- Add new high visibility crosswalks
- Explore opportunities for curb bump-outs to reduce pedestrian crossing distances
- Convert slip lane to pedestrian space
- Investigate eliminating some turn lanes and/or turning movements



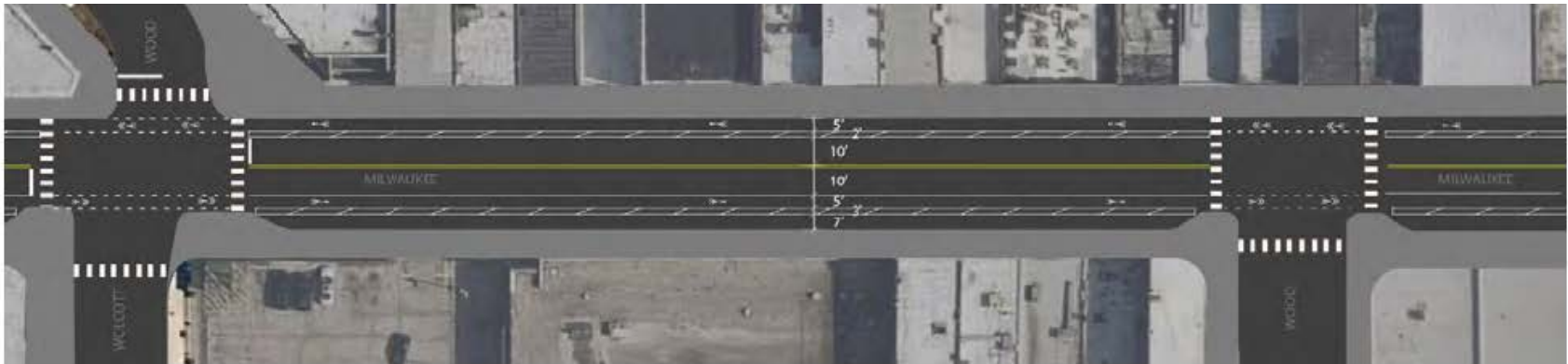
Projects in the WPB Master Plan

Project 1.1 – Improve Pedestrian Crossings

- Explore opportunities for curb bump-outs to reduce pedestrian crossing distances
- Investigate eliminating turn lanes and/or turning movements

Project 4.1 – Re-envision Milwaukee Ave to Balance all Users

- Work with CDOT to develop, implement, and **study the before/after effects of a pilot project** to introduce bike lanes on Milwaukee Ave
- Investigate reducing the speed limit to 20 MPH on Milwaukee Ave



PROPOSED MILWAUKEE AVENUE CONFIGURATION – PER THE WPB MASTER PLAN

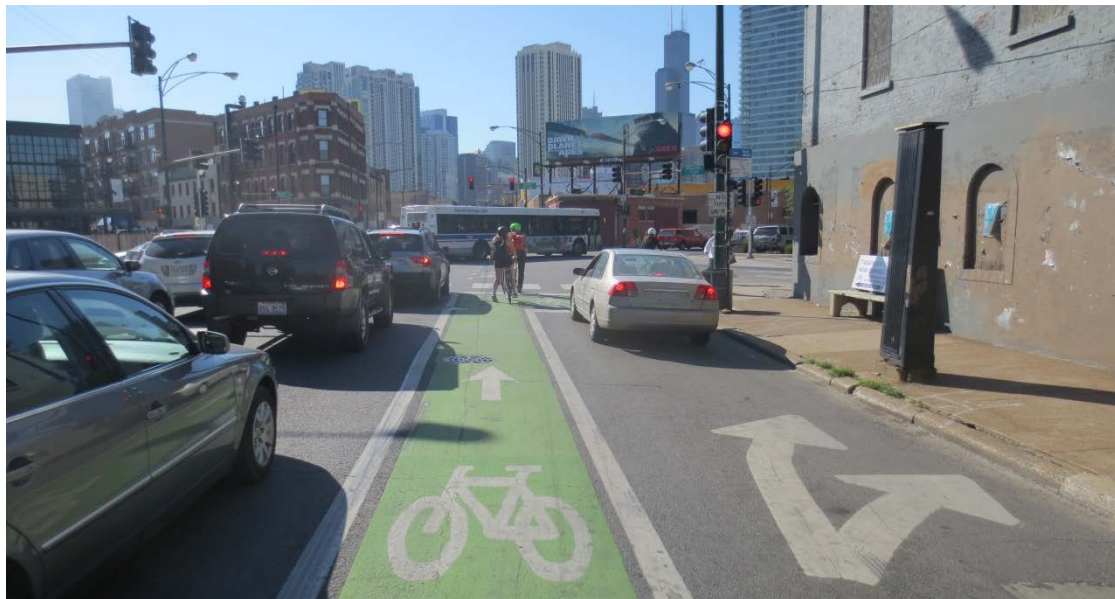
Projects in the WPB Master Plan

Project 2.2 – Complete Bike Lanes where Gaps are Present

- Continue to build out a comprehensive network of bikeways
- Milwaukee Ave is a Spoke Route and Damen Ave is a Crosstown Bike Route in the Streets for Cycling Plan 2020

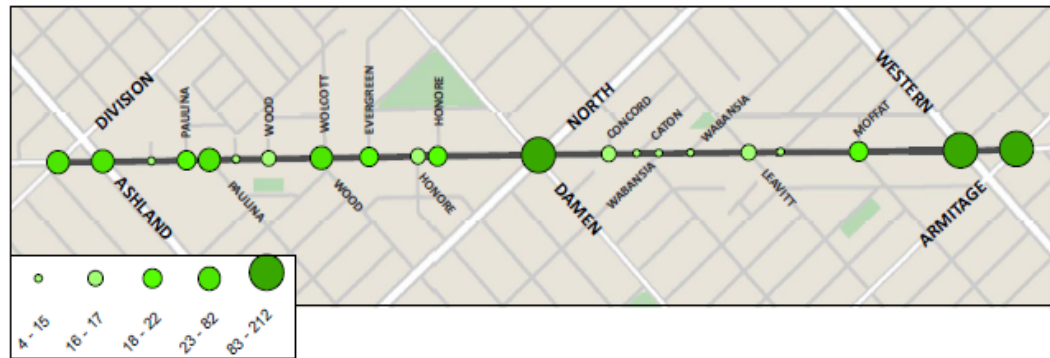
Project 4.3 – Increase Visibility of Existing Bike Lanes

- Bike improvements at intersections, including bike boxes and bike lanes up to and through intersections
- Upgrade to green bike lanes where possible / needed

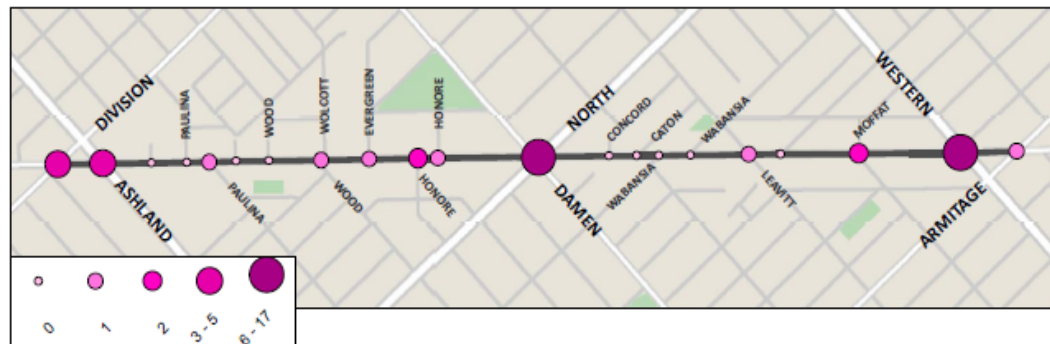


Crash Data (2010 – 2014)

All Crashes



Pedestrian Crashes



Pedalcyclist Crashes



Overview

- High Crash Corridors
- 1,097 total crashes, with M/N/D having the highest concentration of crashes
- M/N/D a high-pedestrian crash intersection (2011 and 2015 analyses) and a high-bicycle crash intersection (2012 analysis)

Pedestrian / Bicyclist Crashes

- People walking and biking involved in 20% of all crashes, but represent;
 - 66% of injury crashes
 - 68% of serious injury crashes
- 74 reported dooring crashes represent 6% of reported dooring crashes citywide

Existing Conditions – Milwaukee / North / Damen

Slip Lane Utilization

- Over 1,000 people walking during the combined AM & PM peak hours
- 32 people turning right during the combined AM & PM peak hours



Pedestrian Volumes

- Over 5,000 crossings during the combined AM & PM peak hours
- Congested sidewalks at peak periods
- People standing in street due to minimal sidewalk widths



Existing Conditions – Milwaukee / North / Damen



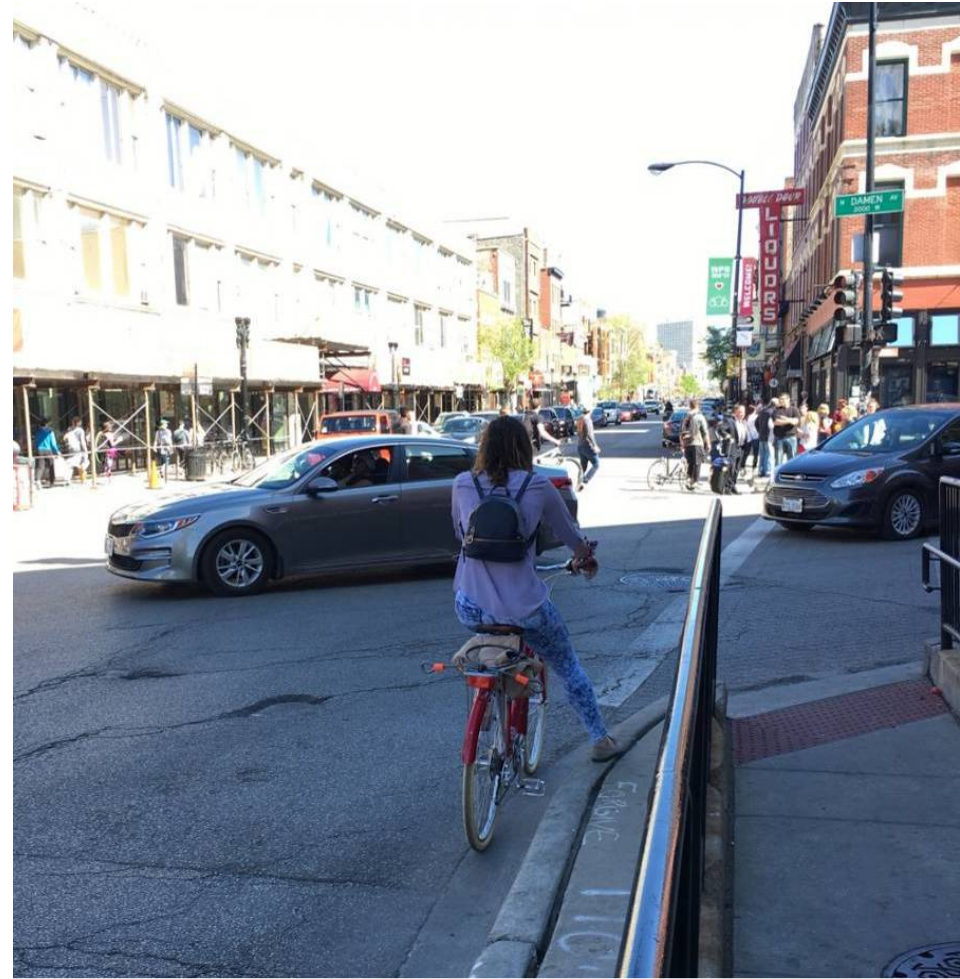
Pedestrian desire lines at unmarked crosswalk locations

Existing Conditions – Milwaukee / North / Damen



Pedestrian desire lines at unmarked crosswalk locations

Existing Conditions – Milwaukee / North / Damen



- Over 800 people riding through the intersection during the AM peak
- People on bikes represent 40% of peak-direction traffic on Milwaukee Ave and 10-12% of peak-direction traffic on Damen Ave during peak hours
- 65% of people arriving at a southbound red light on Milwaukee Ave use the pedestrian signal to cross to Starbucks (all data from April/May 2017)

Existing Conditions – Milwaukee / North / Damen



- Left turns restricted from Milwaukee Ave
- Right Turn on Red prohibited at all approaches
- Right turns from Damen Ave are two of the lowest volume turning movements

Existing Conditions – Milwaukee Ave Corridor



- 42' wide with minimal pavement markings
- Heavily used curbside activity
- 13,000 motor vehicles/day
- #56 CTA Bus
- Over 5,000 people riding bikes/day at various points along Milwaukee Ave

Existing Conditions – Milwaukee Ave Corridor



- Speed limit posted at 25 MPH and 30 MPH
- Average speed at Evergreen is 17 MPH
- 85% of people are driving 24 MPH or slower

Existing Conditions – T-Intersections



- Many t-intersections throughout the corridor
- Inconsistent parking regulations lead to unsafe parking behaviors

Existing Conditions – Bloomingdale Trail Entrance



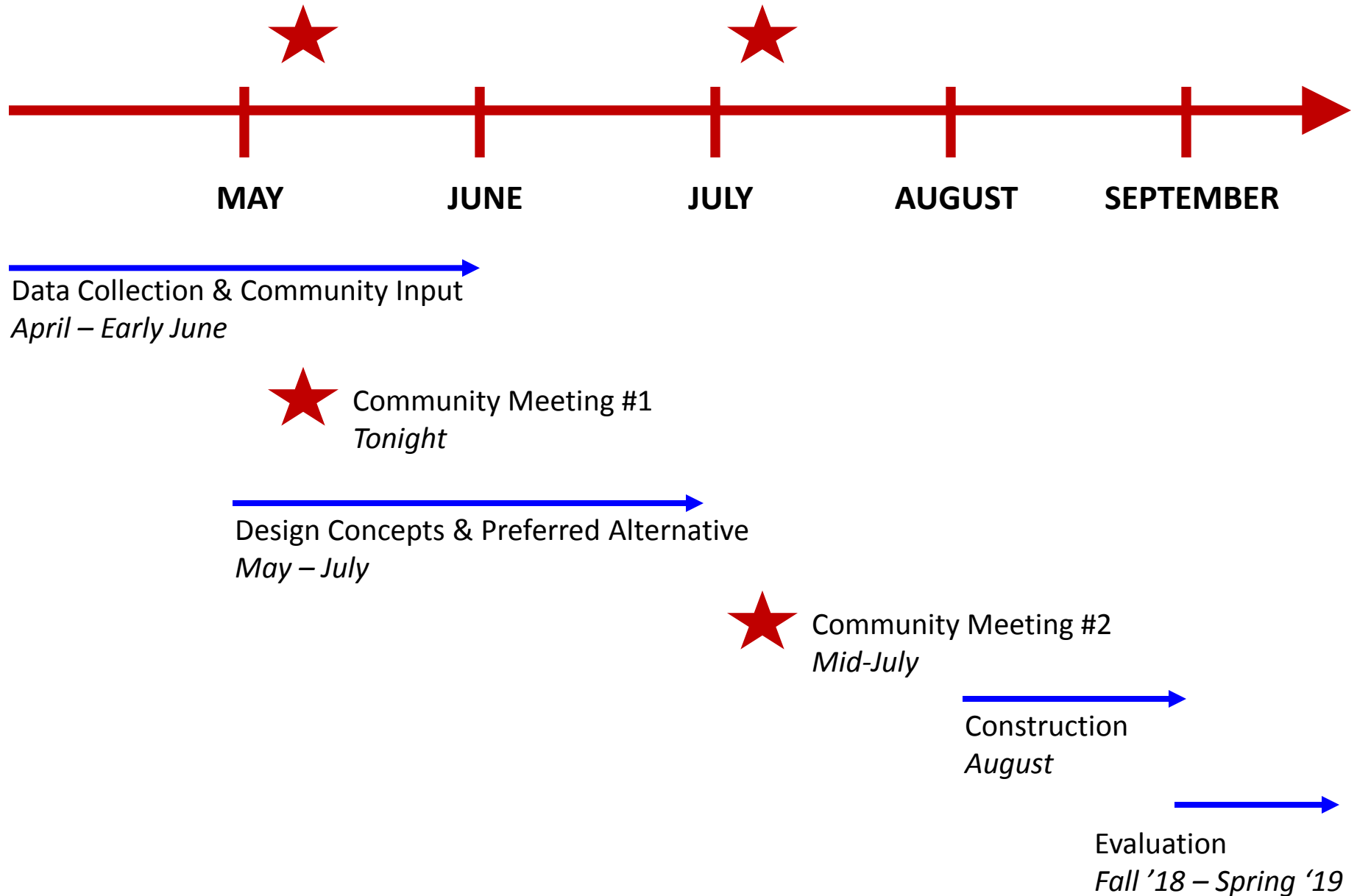
- 25% of people riding north on Milwaukee Ave during the PM peak continue west on the Bloomingdale Trail
- People access the Trail in many different ways

Existing Conditions – Bloomingdale Trail Entrance



- 25% of people riding north on Milwaukee Ave during the PM peak continue west on the Bloomingdale Trail
- People access the Trail in many different ways

Project Schedule



Open House Input



Prioritize improvements at the Milwaukee/North/Damen Intersection

- New crosswalks?
- Slip lane closure?
- Bump-outs?
- Bike boxes and bike lanes?
- Turn lane removals and/or turn restrictions?

Other problematic intersections/areas along the corridor that need improvement?

Thank You!

mike.amsden@cityofchicago.org



Website

www.chicagocompletestreets.org

Twitter

[@CDOTNews](https://twitter.com/CDOTNews)

Facebook

facebook.com/CDOTNews